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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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[530]

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Hongkong, 1st October, 1908. [40-3]

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THE HONGKONG DISPENSARY

Hongkong, 1st April 1909.

NOTICE TO CONTRIBUTORS.
Our communications relating to the news column should be addressed to THE EDITOR.
Contributors must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, APRIL 1ST 1909.

Twelve months ago or more the Imperial Government appointed a Committee to inquire into "the conditions of tenure, the scale of payment of salaries and pensions, and how far arrangements in the office of the Crown Agents for the Colonies are in accord, or can be brought into harmony with the principles governing the Civil Service." In order to enable the Committee to decide whether changes were required or not, it became necessary for them to have a general survey of what work is done and how it is done. Evidence was given before the committee by witnesses possessing either special colonial experience or a particular knowledge of transactions with the Crown Agents, and although a certain amount of the evidence appears to be outside the proper subject of the enquiry, this, as the Committee says, is not on the whole to be regretted. The Committee says the general effect of this evidence has been to show that "while there is, in the Colonies, in many quarters, a certain amount of discontent with the methods of the Crown Agents, it is due rather to want of touch between them and the Colonial Governments, to some want of elasticity on the part of officials claiming to occupy a quasi-independent position, or to personal considerations, than to a failure in the work of the office which appears to be on the whole well done, and to be clear from all suspicion of corruption." So little is generally known with regard to the Crown Agents Office that a few particulars may be found interesting.

Crown Agents Office acts for all the Colonies twenty-four in number, not possessing responsible government, for the eleven British Protectorates and for Zanzibar, and serves as the general agency in Great Britain for all these countries. It purchases and sends out the materials and goods of all kinds which are required by the Colonial Governments from the United Kingdom or Europe, it issues their public loans, keeps the registers of their stock, pays the interest and invests the sinking funds, and transacts all kinds of miscellaneous financial business including the payment of salaries to Colonial Officials on leave, and the payment of pensions where the recipients live in the United Kingdom or Europe. Moreover, it acts as the channel of communication between Colonial Governments and their Consulting Engineers in the United Kingdom. The Crown Agents, three in number, are selected by the Secretary of State for the Colonies, and hold office during the pleasure of the Crown. Their salaries are fixed by the Secretary of State while those of the Staff numbering about 225 persons, have been left to the discretion of the Crown Agents, though maximum lump sums are allocated, and a maximum rate of salary is fixed by the Crown Agents. Actual salaries have to be referred to the Colonial Office showing the actual salaries paid to the established officers.

This, as many of our readers know, is not the first time that the way the Crown Agents' Office does its work has been inquired into. There was a Local Committee of Inquiry into the Stores Department in Ceylon in 1878; and a similar committee in Hongkong in 1902, and the result in each case—according to Sir E. Blake, the Senior Crown Agent—was that the work of the office was found to be well done, and that there was practically nothing requiring alteration. Consequently when Lord Lytton acceded to the demand for an inter-departmental committee to conduct an inquiry into the organisation of the Office before any *prima facie* case for inquiry had been made out, the Crown Agents naturally protested, and declared that "some person or persons who have a personal grievance against the Crown Agents are almost always at the bottom of agitation and闹事." The Secretary of State, however, did not feel that he could refuse the demand, and the inquiry has been held with results which on the one hand might be gratifying to the Crown Agents, and on the other very satisfactory to the Colonies, especially in knowing not only that on

A special cablegram to the Colloquy-American says:—"It is said that Oscar Circus, former Secretary of Commerce and Labour, was stalled for the Tokyo ambassadorship, but that the objection of Baron Takahira, the Japanese ambassador, was responsible for the withdrawal of the plan."

The case in which five natives were charged before Mr. F. A. Hasland at the Magistrate's court with stealing telegraph instruments from a cable station at Hung Hom concluded yesterday. Four of the accused were found guilty and sentenced to six months' imprisonment and six hours' stocks, while the fifth man was discharged.

A bill to allow aliens to practise as barristers in Hongkong was considered by the Y. M. C. A. Parliamentary Debating Society on Tuesday. Mr. E. A. Lowry moved the resolution which was supported by Messrs. McPherson, Gandy, Everley and Burnett, while Mr. Troket and Miss Brown opposed it. The motion, however, was carried.

The trial of the Chinese laundryman, Wong, appears to be well done, and free from the suspicion of corruption, but that the Committee has recognised that the agitation against the Office has not been entirely unjustified. The most fruitful cause of discontent the Committee reports, has been the existence of the rule laid down in the Colonial Regulations that the product or manufacture of the United Kingdom or of Europe, which are required by the Government of a Crown Colony should be obtained through the Crown Agents' Office. This rule the Committee consider to be to the general advantage of the Crown Colonies; but the Committee recommend that wherever in any Colony firms exist able to produce the articles required or to carry out any needed works and the Colony feels able to arrange for their adequate inspection such firms should be given opportunities of tendering on the same conditions as home firms. An announcement that this recommendation had been adopted would be welcomed in every Colony. It is a commonly accepted notion that whatever is obtained through the Crown Agents costs the Government very much more than if it had been obtained without their assistance; but in glancing through the partly voluminous evidence we do not notice that this was conclusively established by evidence. Sir Henry Blake, who said his experience with Crown Agents had been "perfectly satisfactory," made an indirect reference to the subject of cost when he said that the fact of there being a large reserve arising from commissions made it evident that the Crown Agents were charging too much commission. "I think it would be received with great gratitude, by the Crown Colonies," Sir Henry said, "if you were able to announce that having regard to the volume of business you find that the Crown Agent is able to do his business for a smaller percentage." But that announcement does not find a place in the Report. The Committee, however, reports that the present arrangements for shipping appear to them to be not only "unduly expensive," but that they must lead to delay and duplication of work and they therefore recommend that the shipping work hitherto performed for the Crown Agents by Messrs. J. and A. B. French should in future be carried out by a Department of the Crown Agents.

According to the Colloquy-American, Pedro Paterno's bill for the imposition of Chinese labour into Philippines has received the support of the members of the municipal council of Arayat, Pampanga, which is one of the first to respond to the wishes of the author of the bill for the universal adoption of his measure. The bill does not mention favour.

Quite an imposing little ceremony took place on the 19th ult. near Kureno, North Formosa, when 525 male and 526 female slaves surrendered themselves into the hands of the Japanese. Pledges were exacted from them that they would induce others of their compatriots to give themselves up; and in this condition the captives were then marched to return to their old villages.

The report of the firm Mutual Steam Navigation Company states that, including £1,000 brought forward, the profit for the year ended Dec. 31 last amounts to £119,512. After allowing £57,870 for depreciation of steamers, and paying directors' fees, &c., there is a balance of £61,039. It is proposed to pay dividends of 5 per cent. on the ordinary shares and on the ordinary "B" shares, and to carry forward £14,262.

Little more than a casual inspection of the worm-eaten condition of the old hotel building at Manila has been necessary to prove that several thousand pesos will have to be added to the P65,000 the insular government paid for it in 1903. While the building is not actually dangerous at the present time it has been found that more than ordinary expenditure by the construction division of the Bureau of Public Works will be required to make it safe for future occupancy.

In three cases which came before Mr. F. A. Hasland at the Magistracy yesterday the defendants were sentenced to six hours in the stocks as well as to terms of imprisonment. In one case a native was found guilty of returning from banishment was sent to jail for six months. In another a school boy was convicted for snatching a box of cigarettes from a stall holder at 77, Queen's Road East and committed to prison for six weeks. In the third case an unemployed cook went to prison for three weeks for stealing jewellery and clothing to the value of \$115 from a house in Shanghai Street, Yaumati.

Apart from these recommendations the only other suggestion we need notice is one that a small bureau should be established in the Department through which officials and other persons connected with the Colonies visiting England could get into better touch with the Crown Agents and obtain the benefit of their good offices. Lastly, the Committee recommend that information regarding the revenue and expenditure of the Crown Agents' Office, and the salaries paid, should be published annually, and, of course, communicated to the Colonial Governments. They further suggest that Parliament should be given a better opportunity than exists at present for reviewing the operations of the Office. These are all very modest but eminently reasonable recommendations, and their adoption would certainly tend to give the Colonies confidence in the system which is now generally lacking.

A case of plague was notified yesterday as having been discovered in a boat lying at Wing Lok Street Wharf.

Society in the Philippines is discussing the despatch of the Crown Agents, though maximum lump sums are allocated, and a maximum rate of salary is fixed by the Crown Agents.

For using a fishing boat other than for the purposes of fishing, Commander Basil H. Taylor, R.N., yesterday fined a fisherman £1 at the Marine Magistrate's Court.

It is reported that Mr. T. K. Dealy has accepted the position of headmaster of Queen's College, rendered vacant by the retirement of G. H. Batson Wright, and that Mr. G. A. Woodcock will succeed Mr. Dealy as second master.

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We understand that Mr. C. J. Marchant, the man who was recently extradited to Manila on a charge of embezzlement, has been discharged and that he intends to proceed against his prosecutor in the Philippines to recover damages.

An interesting case was heard in the Supreme Court yesterday when argument was heard as to whether certain letters which passed between the Robinson Piano Company (plaintiff) and Madame Flint (defendant) constituted an agreement to take a lease of certain premises. The defence was that the contract was not concluded there was no agreement.

It must have occasioned no little surprise when it became public on Tuesday that Mr. G. A. Woodcock, the secretary to the Sanitary Board, but at present acting as Deputy Registrar of the Supreme Court, was not to go back to his old position. The Government letter announcing the change did not indicate what other office Mr. Woodcock was to fill. It merely stated he would be transferred elsewhere. From the proceedings at the meeting of the Sanitary Board it was evident that the action of the Government did not meet with the approval of the members, as was indicated in Mr. Lau Chu Pak's minute and Mr. Shelton Hooper's brief explanatory reference. Mr. Woodcock as Secretary of the Sanitary Board was certainly all that Mr. Lau Chu Pak said. He was courteous and considerate personified, and there is no doubt that he helped to clear many misunderstandings, and in scriptural language "to make the rough places smooth." His removal from the place which knew him so long will be a distinct loss to the Sanitary Board, a loss which will be keenly felt by all those whose business brought them in contact with him, and it is questionable if Mr. Woodcock will ever be so well suited as in the office from which he has thus been transferred.

RACE PONY ATTACKED BY A BULL-DOG.

A few days ago while a mao was exercising Mr. Tiefenbach's well-known race pony Maryland on Robinson Road, a bull dog, which was following two Europeans, attacked the pony, biting his fore-leg very badly. The pony freed itself from the grip of the dog, pulled away from the mao, and bolted along the road. It was eventually caught near Mr. Babington's house, and the police are now looking for the owner of the bull dog.

LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council is called for Thursday. The business includes a Resolution under the Rating Ordinance 1901. The orders of the day include five new bills which will be moved first reading of a Bill entitled an Ordinance to amend the Public Health and Buildings Ordinance, 1903.

First reading of a Bill entitled an Ordinance to amend the Life Insurance Companies Ordinance, 1907. First reading of a Bill entitled an Ordinance to amend the Civil Procedure Ordinance, 1903. First reading of a Bill entitled an Ordinance to amend the Evidence Ordinance, 1903. First reading of a Bill entitled an Ordinance to amend the Wireless Telegraphy Ordinance, 1903.

THE PHILIPPINE POLL TAX.

CONTRACTS TO BE EXEMPT.

The ordinance to be imposed upon tourists visiting the Philippines since February 21, 1907, says the Collector, who is

abolished by the new Collector, will be imposed on all aliens entering the Philippines will be guaranteed by the vessels upon which they arrive.

In the future travellers or tourists arriving in the Islands to another foreign port, or with the intention of leaving within sixty days after arrival, will not be considered as aliens within the meaning of the act of congress prescribing the tax and will be exempt from the actual payment of the same, upon the steamship agents filling suitable bond to guarantee such payment in case where the tourist overstay the limit of thirty days. The privileges of the new circular will extend to all travellers holding return trip tickets with stop-over privileges, who depart from the Islands within sixty days.

THE CHUNG KOK SAN PO.

PROHIBITION OF LOTTERIES.

PEKING, March 31st.

It is the intention of the Government to prohibit the running of lotteries within twelve months.

FOREIGN ENGINEERS NOT WANTED.

PEKING, March 31st.

Mr. Tit Liang, President of the Board of Military Affairs, has disapproved of the appointment of Foreign Engineers to superintend the construction of naval docks in China.

CANTON-HANKOW RAILWAY MANAGEMENT.

PEKING, March 31st.

Owing to complaints which have been made concerning the management of the Canton-Hankow Railway, Grand Secretary Chan Chih-tung has despatched an officer named Ko Ling Wai to Canton to make investigations.

Admiral Li Chui and Provincial Treasurer Wu have been asked to assist him in his labours.

ORIENTALS IN BRITISH COLUMBIA.

In the House of Commons, Ottawa, on

March 3rd the Minister of the Interior stated

in reply to a question that the estimated number

of Orientals in British Columbia of January

1908 was 32,358. Of these 17,772 were Chinese, 5,431

Hindus, and 15,848 Japanese. On the Chinese

and Japanese 7,442 were naturalized British

subjects. Only 55 Orientals entered British

Columbia in the month of January.

His Lordship—*I don't know how leases are*

to be drawn up if this is not a binding agreement.

Nobody would be bound at all.

Sir Henry—*It is not a contract.*

His Lordship—

LOCAL SPORT.

BUFFS REGIMENTAL SPORTS.

Yesterday afternoon the second battalion of the Buffs held their regimental sports on the ground of the Kowloon Cricket Club, which was kindly placed at their disposal for the day, the A.A.A. track being used for the running events. The band of the regiment, under the baton of Bandmaster Howitt, played an appropriate selection of music during the afternoon. There was an exceptionally large attendance, special quarters being provided for the officers and their friends and for the married soldiers, their wives and families. Seeing that it was the regimental sports, however, it was scarcely fair to Tommy Atkins to give him a back seat on the distant hillside. A more advantageous position should have been found for the men of the Buffs near to the sports arena. On all sides of the ground the hillside was covered with the gaudy turbans of the Indian soldiers blending with the uniforms of different regiments. There was a large sports programme, notwithstanding the fact that many of the events had been decided on previous days, and most of the competitions brought forth a large number of competitors. The committee managing the sports did their work well, giving every satisfaction to competitors and carrying through the large programme to time. The running events proved interesting, but Lance-Corporal Andrews, the local deerfoot, was again to the fore, and easily won most of the races for which he entered. The final tug-of-war saw H. Co. victorious after a short pull, and then two Indian teams were allowed to try their skill, and it is safe to say that it is long since such a pull was seen in the Colony. The teams were C. Co. of the H.K.S.B.R.G.A. and No 2 Co., the former being Mahomedans and the latter Sikhs. C. Co. won after a pull of eight minutes, by which time a number of the men on each side fell to the ground exhausted, and had to be resuscitated by their comrades. Results of the various events follow:

100 YARD FINAL: Lance-Corporal Andrews, 1; Private Miller, 2; Private Dunn, 3. Time 11 secs. Miller got about five yards start on the pistol, but Andrews proved equal to the occasion and succeeded in passing the tape first by a narrow margin.

ONE SOLDIERS RACE: Private Ruler, 1; Private Dry, 2.

REGIMENTAL MILE: Lance Corporal Andrews, 1; Lance Corporal Kepp, 2; Lance Corporal Rosam, 3. There were seven starters in this event, and Testro led for the greater part of the distance, but dropped out in the final sprint. Andrews won by fully 20 yards, Keep being well ahead of the third man.

CORPORALS RACE, 220 Yards: Corporal Champion, 1; Corporal Reed, 2. Time—25 secs. Of the four starters Mills was left on the mark, and Mills fell out shortly after the start, the race ending in an easy win for Champion.

PRIVATE'S RACE, 220 Yards: Miller, 1; Wells, 2; Dunn, 3. Time—25 secs. This event brought forth twelve starters, but proved an easy win for Miller. Wells, however, just succeeded in snatching second place from Dunn.

SERGEANTS' RACE, 220 Yards: Kelly, 1; Port, 2. Time—25 secs. There were but three starters in this event which was fought out by Kelly and Port, the former just winning on the post. Walsh maintained the pace until the home run, but finding it too hot, dropped out.

BOYS' RACE: Fred Dixon, 1; Arthur Smith, 2; Charles Smith, 3. The field was filled with starters and the lamentations of the small losers were heard for sometime after the race had been decided.

GIRLS' RACE: C. Phillips, 1; Ivy Hazlewood, 2; J. Redman, 3.

UNITED SERVICE MILE: Lance Corporal Rosam, 1; Shipwright Wey King Alfred, 2; Private Beach, 3. Time—5 min. 12 secs. This event, which saw five starters, proved a comfortable thing for Rosam who overtook Wey in the home run and dashed by the tape with ample to spare.

FIRE HURDLE RACE: Elliot, 2; Ruler, 3. Time—20 secs. The three men in this event ran a good race, Elliot just snatching victory from Sonster, while Ruler was well up in third position.

ELEPHANT RACE: Taylor and Smith, 1; Marsh and Gerrard, 2.

NATIVE MILIEU, Half Mile: Halvidar Batur, 1; Kasi, 105th L.I., 1; Gur Akbar, H.K.S.B.R.G.A., 2; Ila Khan, H.K.S.B.R.G.A., 3. Time—2 min. 20 secs. This event saw the argo field on sixteen starters, who were wedged like sardines at the starting point. As the race proceeded, however, they gradually fell out, until only three were left at the finish.

QUARTER MILE: Andrews, 1; Beach, 2; Rosam, 3. Time—51/5 sec. Andrews simply walked away from the others in this race, and although he ran against a strong wind and continued without a pace, he is believed to have lowered the local record.

BUMPER MEET: H. Co. defeated B Co.

RELAY MATCH: E Co. 1; H Co. 2.

220 YARDS: Hiller, 1; Champion, 2; Wells, 3. This race ended in an easy win for Miller.

OBSTACLE RACE: Marsh, 1; Wilkinson, 2; Evans, 3. This was a cross-country three mile event.

CONSOLATION RACE: Testro, 1; Smith, 2.

Tug-of-war Final: H Co. defeated E Co.

An extra tug-of-war was then arranged for the Indian regiments, a team of Mahomedans of the H.K.S.B.R.G.A. being pitted against a team of Sikhs from the same battalion.

Both teams were out to win, and it may have been the spirit of sport or caste differences which caused the men to hold firm to the rope, until compelled to drop it from sheer exhaustion. The Mahomedans succeeded in carrying off the prize after a pull of eight minutes, and the cheering of the Indian soldiers was heard long afterwards in the distance.

At the conclusion of the sports Mrs. Bayard, wife of the Colonel of the Buffs, presented the prizes at the Cricket Club Pavilion. On completion of her task the soldiers raised three cheers for the lady and another three for the officers of the regiment.

HONGKONG FOOTBALL LEAGUE.

NAVAL YARD V. R.C.A. This match was played on the Naval ground yesterday afternoon at 5 p.m. The Buffs had a number of new men playing. The shopping and changing policy adopted at football, and this renovated team proved no exception to the rule, the gunners finished easy winners by two goals to one. Watts scored two goals for the gunners, and the best men on the field were the three men selected to represent the Army in the match on Saturday, viz., Beasley, Waters and Watts. Glover was best for the Yards, but the game was completely spoiled by the continual appealing for Yards' time after time without any apparent reason.

ARMY TRIAL MATCH. The army trial match on Monday did not furnish the Selection Committee with anything fresh as far as the players' form was concerned; and they have very wisely decided to adhere to their original selection. The Match on Saturday promises to be well patronised, and given suitable weather the "Gate" should be a record.

FOOTBALL NOTES.

We are drawing near the end of our winter game, and only a few matches have to be played to complete a season which will be remarkable in the annals of football in Hongkong. The birth of the league has given a great impetus to the game which will be augmented by the establishment of a football association.

The R.A.M.C. is the first team to complete its league fixtures. It made a fine finish too, beating the Y.M.C.A. by two goals to nothing. The two points gained certainly give the medicals a more respectable position in the table. The R.C.A. got to the finish yesterday when they met the Naval Yard.

Saturday's match between the Civilians and the Military will probably be the last good game of the season. With both elements drawing on the best men available, the play should well be worth watching, and the funds of the League should benefit materially.

As was expected the R.E. got two points from the Naval Yard, and the Buffs had another easy win from the B.O.C. The latter will play their last match on Saturday when they meet the R.E.

REFEREE.

SHANGHAI TRADE.

Messrs. Elbert and Co.'s latest Report on the Piece Goods Market says—

Again the weather has much interfered with the movement of cargo, and has retarded enquiry from many out's. In grey goods generally, there has been an easy tone and prices all round are down slightly. Hankow buyers in particular being very timid in coming forward for fresh purchases. The Newchwang steamers have not yet cleared, but are said not to be taking 4,000 packages of Piece Goods, of which 1,200 Bales are American Sheetings. It is too early to say as yet how demand for that market is likely to open out, but natives anticipate that the recent growth of the Northern export trade is bound to find its reflection in a good demand for imports.

Clearances as a whole have been upon a satisfactory scale of late, and are more than keeping pace with imports in nearly every class, the total number of pieces of all denominations being cleared since 1st January this year, being 2,393,673, against imports of 1,523,767 pieces.

To stocks, a comparison of the present situation with that of the past two years shows a very considerable improvement in the overbought position from which this market has so long been suffering. The figures are as follows—

Total pos. 1909 1908 1907

In stock Pcs. Pcs. Pcs.

at date 7,388,305 10,425,742 14,505,822

Large auction sales are at present absorbing a considerable amount of the attention of buyers and tend to keep prices unduly low, but the low exchange has encouraged exports and this should have its due effect in stimulating an improved enquiry from the various country outlets as the spring season (which is backward this year) progresses.

A JAPANESE ELECTRIC RAILWAY.

It is satisfactory to know says a London contemporary, that practically the whole of the plant for the new Kishian Electric Railway has been ordered in Great Britain. This company, which was floated last year with a capital of seven million yen, is building the third and longest electric railway in Japan. Its object is to link the former capital of the country, Kyoto, with Osaka, the great industrial centre which has often been called the "Manchester of Japan." The total length of the new line is thirty miles, with a double track throughout its entire length, and the generating plant has a total power of 25,500 k.w., made up of three 550 k.w. turbo-generator sets. The electrical work is being done by Messrs. Dick, Kerr and Co., the turbines by Messrs. Williams and Robinson, and the boilers by Messrs. Babcock and Wilcox. The railway carriages are being constructed in Japan. A director of the company, Mr. Saburi, after placing the orders for the machinery, has recently returned to Japan leaving Mr. Baba, the Japanese electrical consulting engineer to see to the details of the order.

OBSTACLE RACE: Marsh, 1; Wilkinson, 2; Evans, 3. This was a cross-country three mile event.

CONSOLATION RACE: Testro, 1; Smith, 2.

Tug-of-war Final: H Co. defeated E Co.

An extra tug-of-war was then arranged for the Indian regiments, a team of Mahomedans of the H.K.S.B.R.G.A. being pitted against a team of Sikhs from the same battalion. Both teams were out to win, and it may have been the spirit of sport or caste differences which caused the men to hold firm to the rope, until compelled to drop it from sheer exhaustion. The Mahomedans succeeded in carrying off the prize after a pull of eight minutes, and the cheering of the Indian soldiers was heard long afterwards in the distance.

HOW TO USE BEAUTIFUL—Keep your complexion, Mrs. Elbert's Unique Charnante, Lait Charmant and Special Skin Tonic and Pouder Charnante will enable you to do it. Her Specialities for the Skin are the study of a lifetime. At S. Watson & Co. Ltd. Sole Agents.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The annual meeting of the Hongkong Volunteer Reserve Association was held yesterday at the City Hall—Sir Henry Berkeley, K.C., presiding over a moderate attendance.

The CHAIRMAN said this was the fourth occasion on which the Volunteer Reserve Association had met to hear the report of the proceedings for the previous twelve months. He regretted to say that the report on this occasion showed a slight falling off in the enrolled membership. There were at the end of December 1907 on the strength 230 and on the strength last year there were 193, of whom 185 were present in the colony. The falling off had been due to members leaving the colony and to deaths. Practically the strength was the same as last year, and he supposed that the lack of accretion was due to the fact that the field was pretty well exploited and that most of the men qualified in the somewhat restricted areas had already joined. They knew that only those who had attained the age of 35 were allowed to join the association unless they had served in the regulars or auxiliary forces for a period of ten years. It had been suggested that the age limit should be reduced to 30, but the reason assigned by those with whom the last would lay was that it would restrict the area of recruiting for the Volunteers. The last thing that any member of the Association would wish to do was to act in a way detrimental to the volunteer force. They were, he proposed, part of the volunteer force of this country. They were men most of whom had passed through service of some kind and they had the welfare of the voluntary defensive forces of the Colony at heart. He regretted the deficiency, whatever its cause. If it was due to lack of enthusiasm he trusted that would not be the case during the coming twelve months, and if anything could be done to waken and maintain the enthusiasm they might trust the governing body of the association to do everything possible. The falling off in the numbers was to be regretted, also in his opinion was the falling off in the attendance at the ranges. He could not see any reason why that should be the case. The targets were there. They had two ranges and they had everything which could induce men to make themselves efficient with the rifle. It might possibly be that some thought they were efficient and did not need to attend but he would remind them that as in every sport the men who did not have constant practice became slack. Members did not join the association because of any gain but because they felt there was a call of duty, they felt that the marksmanship of the country should when the occasion arose be able to take a part in the defence of their father's shade. Proceeding Sir Henry said the Association had the Defence Committee of the Colony. As they were aware, there was a scheme, not made public for the defence of the Colony in case of need, and in that scheme the authorities hoped that the members of the Reserve Association should be able to play an effective part. It was impossible for the members of the association to play that effective part unless they had a training which would enable them to co-operate effectively in case of need. The war-like spirit, which was always alive, was with us to-day, but there was a feeling born of long years of security and peace that spirit would never be called upon to materialise. But, with all respect, he considered that the reasoning of fools. In an Empire such ours it was impossible to say when the call might materialise. He would make an earnest appeal to the members of the Association, who were physically capable, to attend at the ranges once or twice a month, or, at all events, as often as they could so as to justify the existence of the association. The Defence Committee of the Colony, with a view to making the association effective in defence had made one or two suggestions with respect to its members. One of those suggestions was that the members should be supplied with uniform, not necessarily to wear, but to have in readiness should the occasion arise. The committee thought that suggestion a prudent one and one which should be adopted. They were all well aware that a man who was taken with arms in his possession by the enemy and not being in uniform was liable to be shot and as they knew had been in past wars with other countries, shot at sight. According to the laws of war in case of an armed conflict whether paid or voluntary were entitled to fight for their country. God forbid that, the time should come when members of that association should be called upon to put on uniform but they should be prepared in case of necessity. The committee had approved of the suggestion and had informed the authorities that if the uniforms were provided by the Government and kept in store they would be used by them on whatever occasion might be proper. Another suggestion had been made, namely, that rifles should be provided and that also had been agreed to (applause). They had asked that the option might be with the members of the association for them to have the rifles themselves or to have them kept for them at the Volunteer Headquarters to be served out as occasion demanded. There was one other matter suggested by the Defence Committee which he strongly recommended for adoption and that was that those members of the association who had not been trained to drill either through having been members of the regular forces or having been in one of the auxiliary forces of the Empire should undergo sufficient training to enable them if called out to cooperate with the defence forces. It was suggested that those who were not now able to do so should learn such things as to advance, retire, form fours, etc., and it had been said that the time occupied in bringing

such simple drill would not be so eminently beneficial to agriculture in France. The Minister of Agriculture calls the attention of all those in favour of the abolition of the bouillies arsenicales to the fact that for the last half century, American vine growers have used nothing else. Nor is this all, for not once during those fifty years have either their grapes or wine poisoned anybody yet. This alone should suffice to allay all fears, whether in France or in any other country where vine-growers employ the same arsenical preparation. Besides, how can the bouillie arsenicales affect the wine to the extent alleged, when the vines are sprinkled or washed with it in the spring before blossoms? Again very few particles of powdered arsenic remain by the time the grapes appear as they will all have likely been blown or washed away by the high winds and heavy rains. Those circumstances, which must be taken into consideration, ought to further restore the confidence of those who drink wine, or, of such persons who no longer drink wine through fear of being poisoned by arsenic contained therein.

Wine emanating from grapes which have been treated by this arsenical solution is not the only wine that contains arsenic. Indeed, investigations have proved that wine made from grapes which have never been so treated by growers also contain arsenic. Professor Armand Gautier's analyses to this effect are accepted as conclusive. Strange to say the quantities of arsenic found in both wines are identical. Whence came this arsenic? From the sulphuric acid employed to clean materials used for the preparation of vinegar, from sulphur employed for cleaning barrels, especially casks and rendering them fit for the preservation of wine, vinegar or other beverage, from gun pellets used to clean gunny bottles, and from gelatin used in the making of wine. All these substances are well known to contain traces of arsenic. Come to that, where does arsenic not exist? It is present everywhere in some form or other, in most of our food, in our tissues, in our hair, in our nails, and even in some of our glands. It does not follow that because we contain traces of arsenic that it is valueless. All its hygienic properties still remain intact.

M. Mouren further calls attention to the fact that those who apply the wash to the vines run greater risks than do consumers of wine; all those whose work consists in the preparation of a chemical solution wherein arsenic largely enters incur the same grave dangers. Though a law exists for the protection of practically all other artisans, vine-growers have been overlooked. This should not be so, considering how dangerous, not to say fatal, their work is at times. M. Mouren is not in favour of so much publicity being devoted to so insignificant a subject as arsenic in wine. The first time a

when Louis Philippe was King of France, the trial of Mine Lafitte at that epoch—another case of arsenic wine—created such a sensation that in order to restore calm in the country, the Government in 1846, prohibited the sale of arsenic in agriculture. Twenty years later, the phylloxera appeared, and laid French vines in ruin. No such thing had been applied to the vines the same as before.

Previous to the appearance of the phylloxera, M. Mouren, Inspector-General of Agriculture, did all he could to get the order of the Government revoked, by pointing out how successful the method had proved over in the United States, but all in vain, no one would listen to him. This went on until a few years ago, when the advice of Professor Trabut, a vine-grower of Algiers utilised arsenic solutions in order to save his threatened vines. His success was so remarkable that others soon followed his example.

Nothing could be more effective to-day than a bouillie arsenicale either for vine-growers or farmers in general; it has been the means both in France and in Algeria of saving whole crops whether vine, beetroot, olives, fruit &c. from the ravages of insects. No wonder that the Minister of Agriculture has such faith in arsenic, in spite of all that is said against it by its abolitionists, and that he will not hear of its abolition. Agriculture, horticulture, and other important branches of agricultural industry cannot be allowed to go to ruin, as they must unmistakably do, unless the bouillies arsenicales are ever within reach when wanted.

It is surprising that sugar and olives are not described as "poisoned" the same as wine, because subjected to similar preventive treatment! Happily for France, her Minister of Agriculture is a common-sense man whose has no patience with uneducated faddists.

THREE WITH THE AID OF A MONKEY. The Patrie announces the arrest of Miguel Andrová, a native of Pueblo (Mexico), on charges of having committed thefts in large shops by means of a miniature monkey, which emerged from his pocket, and returned, with valuable articles from the show cases. Andrová had been under suspicion for some time past and was watched by detectives. While he was examining some articles in the jewellery department of a shop the police officer who had followed him saw a tiny monkey's head come out furtively from his side pocket. The little animal deftly snatched up several rings and disappeared again in the pocket. On this manoeuvre being repeated at the lace counter, Andrová was arrested. The monkey, which struggled desperately, was sent to the Fourrée—the home for animals found straying or seized for debts contracted by their owners.

INCOME TAX. From the Pall Mall Gazette.—That egregious lame duck, which formerly capered around the Stock Exchange, and was quite a gambling medium—we refer to the Straits and General Development Company, its present name—has issued an annual report. And mighty little the shareholders can get out of it, except that the directors have drawn half-fees, which might be considered; judging from the results, just half-fees over the proper amount. Once on a time, the share of the wretched concern, in its former style, commanded quite a price. It is not so easy nowadays to find a quotation. Its investment assets are put down at £71,575 in the balance-sheet. The auditor says that there is a depreciation of £41,175. It is not quite clear whether this depreciation is on the balance-sheets or what it means. The report is not, perhaps, a model of liquidity. But what does it matter?

LATEST STEAMER MOVEMENTS. The C.N. Co.'s str. *Tzen* left Manila on the 30th ult., and is due here to-morrow. The C.N. Co.'s str. *Childs* left Haiphong on the 30th ult., and is due here on the 3rd inst. The P.M. str. *Koren* sailed from Yokohama on the 27th ultimo for this port, via Nagasaki and Manila, and is due here on the 7th inst.

STRAITS DEVILS. From the Pall Mall Gazette.—That abominable crew, which formerly capered around the Stock Exchange, and was quite a gambling medium—we refer to the Straits and General Development Company, its present name—has issued an annual report. And mighty little the shareholders can get

NOTICE:

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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NEW ADVERTISEMENTS

NOTICE:

THE SALE of IRISH LINENS, LACE CURTAINS, TOWELS, &c., will be continued TO-DAY (THURSDAY), the 1st April, 1909, at 11 a.m., when a few Extra Lots will also be put up.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 1st April, 1909. [550]

WANTED.

A QUALIFIED ACCOUNTANT for an Old Established Firm in Hongkong. Must be willing to assist in Office Work generally and furnish a guarantee.

Apply by letter to— MANAGER.

Hongkong Daily Press.

Hongkong, 1st April, 1909. [551]

FOOTBALL MATCH.

IN AID OF FOOTBALL LEAGUE FUNDS. CIVILIANS V. MILITARY.

APRIL 4TH, 1909.

HONGKONG CLUB GROUND
4 P.M.
Covered Stands ... \$1.00
Open Stands ... 50

ALEX P. STOREE,

Hon. Secretary.

Hongkong, 1st April, 1909. [552]

TO LET.

ROOMS suitable for Offices in No. 10, Ice House Street, in rear of David Sassoon & Co.'s premises. Chambers with Bathroom and use of Kitchen in No. 31, Wyndham Street known as "College Chambers."

Apply to— DAVID SASSOON & Co., Ltd.

Hongkong, 1st April, 1909. [553]

TO LET.

FROM MAY, FURNISHED HOUSE in Kowloon, facing the Sea, 5 Rooms, Electric Light. For particulars apply to— C. B., Care of "Daily Press" Office.

Hongkong, 1st April, 1909. [554]

KIALAT HOTEL,
SWATOW.

at the KIALAT HOTEL. Nice Comfortable Rooms, excellent cuisine. Situated five minutes' run by rickshaw from German Consulate.

Mrs. E. WILL,

Proprietress.

Swatow, 1st April, 1909. [552]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (THURSDAY), the 1st April, 1909, at 11 a.m., at their Salerooms, No. 8, Des Voeux Road, corner of Ice House Street,

A QUANTITY OF SUIT LENGTHS, TOWELS, SKIRTS, WHITE LAWN UNDERSKIRTS, QUILTS, BLANKETS, LINEN DAMASK SERVETTES, LACE CURTAINS (White and Green) 4 yards long, BEDSPREADS, GENTS' HANDKERCHIEFS, TOP SHEETS, DOYLEYS, LONG CLOTH CHEMISES, CUSHION COVERS, &c., &c., &c.

Now on View. Terms:—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 1st April, 1909. [557]

FOR MANILA.

THE Steamship MANDAL. Captain Erickson will be despatched for the above Port on WEDNESDAY, the 7th April, at 5 p.m. For Freight or Passage apply to ARRATOON V. APCAR & Co., Agents.

Hongkong, 1st April, 1909. [555]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer DEVANAH, FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo— From London, &c., ex.s.s. "Marmora." From Persian Gulf, ex. B. I. S. N. & B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 7th April, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 3rd March, 1909. [1]

PUBLIC COMPANIES

GREEN ISLAND CEMENT CO., LTD.

THE TWENTIETH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, on SATURDAY, the 3rd day of April, 1909, at 11.30 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 27th March until SATURDAY, 3rd April, 1909, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 23rd March, 1909. [512]

THE CHINA & MANILA STEAMSHIP COMPANY, LTD.

THE TWENTY-SIXTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Building, 6, Connaught Road, Victoria, on SATURDAY, the 3rd April, 1909, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 31st March to SATURDAY, the 3rd April, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 23rd March, 1909. [513]

THE CHINA-BORNEO COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at NOON, on MONDAY, the 5th April, 1909, to receive a Statement of Accounts to the 31st December, 1908, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd March to the 5th day April, both days inclusive.

J. WHEELER,

General Manager.

Hongkong, 18th March, 1909. [483]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SIXTH ORDINARY GENERAL MEETING of the Society will be held at its Head Office No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 21st April, 1909, at NOON, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1908, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 11th April, to the 21st April, both days inclusive.

By Order of the Board.

C. MONTAGUE EDE,

Secretary.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Victoria, on WEDNESDAY, the 21st April, 1909, at 12.15 P.M., for the purpose of considering and, if thought fit, passing the following Special Resolution:—

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those heretofore prevailing."

Should the above Special Resolution be duly passed, it will be subsequently submitted for confirmation to a further Extraordinary General Meeting, of which Notice will be hereafter given.

By Order of the Board of Directors.

C. MONTAGUE EDE,

Secretary.

Hongkong, 31st March, 1909. [544]

THE CHINA TRADERS INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-THIRD ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, No. 2, Queen's Buildings, Victoria, on WEDNESDAY, the 21st April, 1909, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with Statements of Account to the 31st December, 1908, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th April, to the 21st April, both days inclusive.

By Order of the Board of Directors.

C. MONTAGUE EDE,

Secretary.

Hongkong, 27th March, 1909. [526]

THE CHINA TRADERS INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Victoria, on WEDNESDAY, the 21st April, 1909, at 12.45 P.M., for the purpose of considering and, if thought fit, passing the following Special Resolution:—

"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company to the exclusion of those heretofore prevailing."

Should the above Special Resolution be duly passed, it will be subsequently submitted for confirmation to a further Extraordinary General Meeting, of which Notice will be hereafter given.

By Order of the Board of Directors.

C. MONTAGUE EDE,

Secretary.

Hongkong, 31st March, 1909. [545]

ENTERTAINMENT

THEATRE ROYAL

TO-NIGHT

APRIL 1ST

SHORT SEASON ONLY.

ROYAL

ENTERTAINERS

AN AGGREGATION OF

ALL STAR ARTISTS

FIRST NIGHT

HILARIOUS MUSICAL COMEDY,

"BEHIND THE SCENES."

SECOND BILL

MUSICAL MASTERPIECE,

"FILIBUSTER BROWN."

THIRD NIGHT

"THE MAIDS & A CADDIE."

BOOKING AT

S. MOUTRIE & CO., LTD.

PRICES - \$3, \$2 & \$1.

Hongkong, 29th March, 1909. [512]

INTIMATIONS

CHINESE IMPERIAL GOVERNMENT

7 1/2 SILVER LOAN OF 1886, E.

45TH HALF YEARLY DRAWING.

I INTEREST due and Drawn Bonds of this

Loan will be PAYABLE at the Offices of

the Corporation on and after the 31st March,

1909. List of Drawn Bonds can be obtained on

application to the undersigned.

For the HONGKONG & SHANGHAI BANKING

CORPORATION.

Agents issuing the Loan.

J. R. M. SMITH,

Chief Manager.

Hongkong, 31st March, 1909. [543]

NOTICE

NOTICES TO CONSIGNEES

FROM EUROPE

THE H.A.L. Steamship

"BRISGAVIA"

Captain Schwinghamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Under-signed and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st March, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th March, 1909. [523]

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.
THE Steamship

"GOEBEN."

Having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st April, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st April, at 9:30 A.M.

All Claims must reach us before the 4th April, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 26th March, 1909. [5]

S.S. ERNEST SIMONS,
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Matapan" from Havre ex s.s. "Matapan" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 5th April, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before 5th April, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 5th April, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPORIN,
Agent.

Hongkong, 29th March, 1909. [52]

FROM EUROPE.

THE H.A.L. Steamship

"BELGRAVIA"

Pt. Hildebrandt, having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded before To-day, unless the contrary be given before To-day.

Any cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., situated at Consignees' risk and expense.

Claims must be presented within ten days of steamer's arrival here, after which date they cannot be recognised.

Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th April, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong, 30th March, 1909. [542]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship

"INDRANT."

Capt. Macfarlane, having arrived from the aboPort, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 5th April, at 3 P.M.

Claims must be presented within fifteen days of steamer's arrival here, after which date they cannot be recognised.

Optional cargo will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th April, will be subject to rent.

No fire insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOME & CO., General Agents.

Hongkong, 30th March, 1909. [543]

VAN HOUTEN'S COCOA

Children never tire of its
exquisite natural flavour and
it is as healthful as it is
delicious.



BEST & GOES FARTHEST.

MARTIN'S APIOL & STEEL For Ladies' PILLS

A Present Remedy for all Female Complaints. Thousands of Ladies keep a box of Martin's Pills in the house, so that on the first sign of any Irritability of the System a remedy does not have to be sought far and wide. Price 1/- per Box. Post free 2/- per Box. At all Chemists and Druggists, or post free 2/- per Box. MARTIN, CHEMIST, SOUTHAMPTON, ENGLAND.

SUTTON'S SEEDS

Special Selections for South China.
CHINA EXPRESS CO.

3, Duddell Street, Hongkong,
Shipping and Insurance Agents.

Hongkong, 22nd January, 1909. [50]

ICE

WE HAVE MET THE CUT and are now selling Ice from our Depot, Nos. 55 & 57, Des Vœux Road Central, for HALF A CENT PER POUND.

We have the ONLY FACTORY IN HONGKONG Manufacturing ICE from DISTILLED WATER and therefore we GUARANTEE ITS PURITY.

ORIENTAL BREWERY LTD.

Hongkong, 16th March, 1909. [474]

A LING & CO..

19, QUEEN'S ROAD CENTRAL

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1448]

THE MOST UP-TO-DATE "PHOTO. GOODS"

JUST ARRIVED.

DEVELOPING AND PRINTING UNDERTAKEN.

A TACK & CO..

26, Des Vœux Road, CENTRAL

Hongkong, 27th March, 1909. [57]

RAILWAY CONSTRUCTION IN CROWN COLONIES.

SIR FRANK SWEETENHAM AND THE CROWN AGENTS.

We have received a copy of the Report of the Committee of Enquiry into the organisation of the Crown Agents Office, and also a copy of the minutes of evidence.

The following extract from the evidence given by Sir F. A. Sweetenham, K.C.M.G., has an interest for readers in Hongkong which justifies its reproduction.

877A. With regard to the system of carrying out works in the colonies under the advice and control of consulting engineers, you wish to give some evidence?—I think that is quite wrong.

878. You think that is wrong altogether?

Absolutely wrong.

879. The system of carrying out the works?

880. Would you tell us why?—I think that is wrong in the case where the colony has got qualified officers to deal with the work. I think it stands to reason that it must be wrong. The system that is employed through the Crown Agents and the consulting engineers become responsible for the work nominally. They undertake the work; they appoint an engineer to do it; they make a contract with him and the Government of the Colony has no voice in the matter whatever, except to pay all the bills.

881. Describe us just what would happen in particular case. Where does the consulting engineer come in and who appoints him? Let us say that you want to make a bridge or railway in the Straits Settlements?

Suppose you want to make a railway in the Straits Settlements, I will describe a case which actually occurred. In Singapore they wished to make a railway across the island; it was approved by the Secretary of State, and the consulting engineers were immediately, in the position of having to advise on the railway.—

882. Which consulting engineers? How did they come in?—The consulting engineers of the Crown Agents. They then proceeded to appoint an engineer to carry out the construction. The Colony was not asked anything about that; they appointed anybody they chose, sent them out to the Colony, and they proceeded to construct the railway. They did construct it almost, but at last the Colony could not bear it any longer, and there was such a fuss made that the engineer went away leaving it unfinished, and it was finished by the engineers of the Malay States Railways. The whole of that was done through the consulting engineers, their man in Singapore reporting directly to them everything that he was doing, and the Government of the Colony had no control whatever of any kind. All that the Colony could do was to pay the bill, and we always had to pay whatever was demanded, although the original estimates were enormously exceeded. They were exceeded time after time, and every time you had to go to the Council and say: "We have nothing whatever to do with this work; it is entirely outside the control of anybody in the Colony." We had the gentleman who was appointed by the consulting engineers in England says that he wants some more money, and you have got to vote it?

883. (Sir Francis Mowatt.) They were told, from whom that they had to?

884. (Mr. Harris.) They did not go to the Colonial Office on the matter?—The Colonial Office almost invariably supports the Crown Agent.

885. (Sir Francis Mowatt.) Will you just complete the story? You say that the engineer went away, and some other engineer then proceeded to superintend? Who appointed the second engineer?—One or two of the works built by this first man collapsed; a bridge tumbled down and I think an embankment gave way, and everybody in the Colony became a critic of the railway, so that at last the man got so tired of it all that, mainly through the representations of the Government, when it was nearly completed, he went away. The Malay States having already for twenty years been constructing their own railways without any assistance whatever from the Crown Agents, sent a man down and completed it.

886. (Chairman.) But how was it that the Consulting Engineers chosen by the Colony?—Yes.

887. We were not talking at the moment of what really happened in that instance, but we were talking of what system you would recommend?—The system that was followed in the Malay States. I do not think it matters whether the Colonial Office or the Crown Agents, or the Colony choose the consulting engineers; so long as they are people of reputation I do not think it matters in the least. All I mean is that they ought to have nothing to do with the construction, and they ought not to have anything to do with the appointment of the resident engineers who carry out the work except by request.

888. (Chairman.) I quite see your point?—As we are talking about that I might mention that, when the Malay States had been constructing railways on this plan for at least twelve years, all of a sudden, without asking us anything at all, an engineer was sent out from England to go and inspect all the lines and make a report to the consulting engineers for the benefit of the Crown Agents. We never asked for him; we could have supplied the whole of the information that it took him a long time to acquire, but to our great surprise at the end we were told to pay the bill.

910. (Mr. Harris.) Are you certain that in your absence somebody did not ask for him?—Absolutely positive.

911. It seems to me an extraordinary thing to happen?—I am positive about it.

912. I did not know that the Colonial Office had a double life?—I am absolutely positive and there is no question about it, because I said something about thinking it was strange that we should be asked to pay for this gentleman whom we had never asked for at all, as we could have supplied all the information which it took him a long time to acquire, and, of course, he had to come to us for it.

913. Do you remember who was Under-Secretary then?—No, I could not tell you.

914. (Chairman.) Had the Crown Agents anything to do with it?—Yes.

915. They sent him out?—I do not know whether it was the Crown Agents or the consulting engineers who sent him out, but what they wrote was that the Crown Agents had suddenly asked the consulting engineers for a Report on the Malay States Railways, and in order to obtain that the consulting engineers appointed this man and sent him out. He only stayed in the place about six weeks; of course, he had to go to everybody for all the information he got, and then he wrote a Report, and we were told to pay for it. That is all that happened.

916. It has not happened again so far as you know?—No, we said something about it at the time.

917. It has not happened again so far as you know?—No, we said something about it at the time.

918. (Chairman.) I am told that the Secretary of State for the time being took the view that in Singapore the local officials had not got experience of building railways?—I think that is true.

919. And that therefore they could not be allowed to be responsible for building them?—I think that is the case; I think there was not in the service of the Government in Singapore at that moment anybody capable of doing it, but surely it was just as easy for the consulting engineers.

The difference is that the man having been appointed by the consulting engineers in this case had never previously been in the Colony or the East at all, and he knew nothing about the price of local labour, local materials, or anything

to do with it. Consequently he was constantly making mistakes for which the Colony had to pay, because there is really no responsibility, and what seems entirely wrong is that the consulting engineers are not only your advisers but they are really the constructors of the railway. They are advising on their own work all the time. That is what seems to be wrong. They are responsible yet they are your only technical advisers. That is a position that cannot be right.

894. (Mr. Harris.) Are you sure that they were constructors?—Yes.

895. I remember a good many cases of construction of railways, but my recollection is that always there has been a constructing firm apart from the consulting engineers.—This is a Departmental work, and I myself am strongly in favour of Departmental work when it is done by the Government with an engineer who is quite independent of the consulting engineers.

877B. With regard to the system of carrying out works in the colonies under the advice and control of consulting engineers, you wish to give some evidence?—I think that is quite wrong.

878. You think that is wrong altogether?

Absolutely wrong.

879. The system of carrying out the works?

880. Would you tell us why?—I think that is wrong in the case where the colony has got qualified officers to deal with the work. I think it stands to reason that it must be wrong. The system that is employed through the Crown Agents and the consulting engineers become responsible for the work nominally. They undertake

SHIPPING.

ARRIVALS.

AMIGO, German str., 822, Fransdon, 31st Mar.—Haiphong and Hoihow 29th March.
General-Jeboen & Co.
ANCI, British str., 1,350, J. Meathred, 31st March—Shanghai 29th March, General—
Butterfield & Swire.
BUJUN MARU Japanese str., 1,802, J. Funoma, 31st March—Swatow 30th March, General—
Osaka Shosen Kaisha.
CARL DIEDERICHSSEN, German str., 774, J. Kayser, 31st Mar.—Haiphong and Hoihow 30th March, General—J.-Isen & Co.
CHOYANG, British str., 31st March—Canton.
DAIJIN MARU Japanese str., 899, F. Kaburagi, 31st March—Swatow 30th March, General—
Osaka Shosen Kaisha.
DEVANIA, British str., 4,000, Wm. Hayward, R.N.R., 31st March—Bombay 17th March, Mails and General—P. & O. S. N. Co.
GLOBA, American str., 1,254, Rejus, 30th March—Manila 27th March, Iron-Barker & Co.
HAIKAN, British str., 1,183, J. S. Roach, 31st March—Swatow 30th March, General—
Doughas, Lapraik & Co.
HELENE, German str., 771, J. Jesson, 31st March—Swatow 30th March, General—
Johnson & Co.
LINAN, British str., 31st March—Canton.
TINGHANG, British str., 31st March—Canton.
TUMAI, Dutch str., 6,518, J. N. Bourman, 31st March—Amoy 29th March, General—
Java-China-Japan Lijn.
YATSHING, British str., 1,424, M. Courtney, 30th March—Wuhu and Chinkiang 26th March, General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
31st March.
Aukai, British str., for Canton.
Ariaki Maru, Japanese str., for Kuchinotzu.
Balparia, German str., for Shanghai.
Choyang, British str., for Shanghai.
Clayfield, British str., for Amoy.
Hainan, British str., for Swatow.
Hakow, British str., for Shanghai.
Maudean Maru, Jap. str., for Kuchinotzu.
Spira, German str., for Hamburg.
Tinghang, British str., for Canton.
Yalshing, British str., for Canton.

DEPARTURES.

31st March.
CEYLON MARU, Jap. str., for Singapore.
CHONGMING, British str., for Canton.
EMPIRE, British str., for Sydney.
GYMERIC, British str., for Europe.
INA MARU, Jap. str., for London.
KWANG-KEE, Chinese str., for Shanghai.
MAUSANG, British str., for Wusung.
PALEMBANG, Dutch str., for Wusung.
RIGEL, American str., for Manila.
TAMING, British str., for Swatow.
VENUS, American str., for Manila.

SHIPPING REPORTS.

The British str. *Yatshing* reports: Moderate N.E. winds and fine weather.

VESSELS IN DOCK.

March 31st.
ABERDEEN DOCK.—
KOWLOON DOCK.—
Empress of Japan, H.M.S. Merlin.
COSMOPOLITAN DOCK.

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.

For NEW YORK.
(With Liberty to call at the Malabar Coast.)

THE Steamship

"NORMAN PRINCE" will be despatched for the above Ports on WEDNESDAY, the 7th April, 1909.

For Freight and Passage, apply to—
ARNHOLD, KARBERG & CO., Agents.

Hongkong, 15th March, 1909. [471]

FOR MARSEILLES, LONDON AND ANTWERP.

Taking cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

THE Steamship

"GLAMORGANSHIRE" will be despatched as above on or about the 10th April.

For Freight, &c., apply to—
JARDINE, MATHESON & CO., Agents.

Hongkong, 4th March, 1909. [418]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	F. S. Cowley	On 8th April.
INVERIE	4,789	R. J. Howie	On 6th May.
SUVERIC	6,232	W. Shotton	On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS, 8

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	Saturday, 3rd April, at 9 A.M.
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About Saturday, 3rd April.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG" Capt. F. V. BINGER	Wednesday, 7th April, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"BUELOW" Capt. H. FORMES	About Wednesday, 7th April.
MANILA, Y.A.P., NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Friday, 23rd April, at 10 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 31st March, 1909. [5]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR PIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking cargo at through rates to the BRAZILS to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship "AUSTRIA" Captain Cobol, will be despatched as above on TUESDAY, the 27th April.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents.

Princes Buildings.
Hongkong, 28th March, 1909. [3]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Slave Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & BLD	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, E.N.E.	P. & O. S. N. Co.	On 3rd inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	SUMATRA	Brit. str.	k.w.	E. W. Bruce	P. & O. S. N. Co.	About 12th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger. str.	k.w.	Knaizel	HAMBURG-AMERIKA LINIE	About Middle of May.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	NICOMEDIA	Ger. str.	k.w.	Mülle	HAMBURG-AMERIKA LINIE	On 28th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	JLYXRIA	Ger. str.	k.w.	Kotsko	HAMBURG-AMERIKA LINIE	On 5th inst.
HAVRE, BREMEN & HAMBURG, &c.	AMBRIA	Ger. str.	k.w.	Desinal	HAMBURG-AMERIKA LINIE	On 29th inst.
HAVRE, BREMEN & HAMBURG, &c.	SILESIA	Brit. str.	k.w.	v. Hoff	JARDINE, MATHESON & CO., LTD.	On 19th May.
GLAMORGANSHIRE	CALEDONIAN	Fr. str.	—	Brune	MESSAGERIES MARITIMES	About 10th inst.
MAESIELLES, LONDON & ANTWERP	HITACHI MARU	Jap. str.	—	Wm. Wade	NIPPON YUSEN KAISHA	On 13th inst. at 1 P.M.
MAESIELLES, &c., VIA PORTS OF CALL	TRANQUEBAR	Jap. str.	—	...	MELCHERS & CO.	On 14th inst. at D'light
MAESIELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KANAGAWA MARU	Ger. str.	k.w.	N. Ohno	NIPPON YUSEN KAISHA	About Middle of April.
MAESIELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BRIGAVIA	Ger. str.	—	Schwinghammer	HAMBURG-AMERIKA LINIE	On 28th inst. at D'light
MAESIELLES, HAVRE & HAMBURG, &c.	ATSBUTA MARU	Jap. str.	—	W. Thompau	NIPPON YUSEN KAISHA	On 3rd May.
GENOA, MAESIELLES, LONDON, & ANTWERP, &c.	AMERICA MARU	Ger. str.	—	F. v. Binder	TOYO KISEN KAISHA	About 7th inst.
CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c.	PRINZ LUDWIG	Ger. str.	—	Cobol	MELCHERS & CO.	On 14th inst.
NEW YORK	AUSTRIA	Aus. str.	—	...	ARNHOLD, KARBERG & CO.	On 7th inst. at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	NORMAN PRINCE	Brit. str.	—	...	SHEWAN, TOME'S & CO.	On 27th inst.
BOSTON & NEW YORK	INDRAMAYO	Brit. str.	—	...	DODWELL & CO., LTD.	On 29th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	DACRE CASTLE	Brit. str.	2 m.	...	CANADIAN PACIFIC R. CO.	On 11th inst. at 6 A.M.
EMPEROR OF JAPAN	MONTEAGLE	Brit. str.	1 m.	...	CANADIAN PACIFIC R. CO.	On 11th May, at Noon.
PEKING	KUMERIC	Brit. str.	—	...	DODWELL & CO., LTD.	On 8th inst.
YOKOHAMA AND KOBE	TANGO MARU	Jap. str.	—	F. S. Cowley	NIPPON YUSEN KAISHA	On 13th inst. at Noon.
YOKOHAMA, KOBE & YOKOHAMA	AKI MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 27th inst. at Noon.
YOKOHAMA, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 16th inst. at Noon.
YOKOHAMA, KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 8th inst. at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	PEINZ SIGISMUND	Ger. str.	—	G. W. Elidy	MELCHERS & CO.	On 23rd inst. at 10 A.M.
YOKOHAMA, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	D. Lens	NIPPON YUSEN KAISHA	On 14th May, at Noon.
YOKOHAMA, KOBE & YOKOHAMA	HAKATA MARU	Ger. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 3rd inst. at D'light
YOKOHAMA AND KOBE	PEINZ SIGISMUND	Jap. str.	—	T. Morel	MELCHERS & CO.	About 3rd inst.
YOKOHAMA, KOBE & YOKOHAMA	YAWATA MARU	Ger. str.	—	T. Setkin	NIPPON YUSEN KAISHA	On 14th inst. at Noon.
YOKOHAMA, KOBE & YOKOHAMA	TIENTSIN VIA CHEFOO	Brit. str.	—	V. McClymont-Liddell	BUTTERFIELD & SWIRE	On 4th inst. at D'light
YOKOHAMA, KOBE & YOKOHAMA	WEIHAIWEI & TIENTSIN	Brit. str.	—	E. Forsyth	NIPPON YUSEN KAISHA	On 6th inst. at Noon.
YOKOHAMA, KOBE & YOKOHAMA	WEIHAIWEI	Brit. str.	—	F. Yamawaki	JARDINE, MATHESON & CO., LTD.	To-day, at Noon.
YOKOHAMA, KOBE & YOKOHAMA	SHANGHAI MOJI & KOBE	Brit. str.	—	Sandbeck	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 4th inst. at D'light
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	—	...	DAVID SASSOON & CO., LTD.	On 6th inst. at Noon.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	—	...	DAVID SASSOON & CO., LTD.	On 7th inst.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	—	...	DAVID SASSOON & CO., LTD.	On 8th inst. at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	—	...	DAVID SASSOON & CO., LTD.	On 11th inst. at D'light
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	—	...	DAVID SASSOON & CO., LTD.	On 12th inst. at

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELHI	Noon, 3rd { See Special of Call April } Advertisement.
SHANGHAI, MOJI, KOBE, PERA and YOKOHAMA	Capt. W. W. Cooke, R.N.R.	About 9th April } Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PEN. SUMATRA	Capt. E. W. Bruce	About 12th April } Freight and ANG. COLOMBO Port

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th March, 1909.

**CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.**

FOR	STEAMERS	TO SAIL
SHANGHAI	"SUNGKUANG"	On 1st April, 4 P.M.
SHANGHAI	"LINAN"	On 1st April, 4 P.M.
MANILA	"ANHUI"	On 4th April, D'light
MANILA, ZAMBOANGA THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNS VILLE, BRISBANE, SYDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TEAN"	On 6th April, 3 P.M.
SHANGHAI	"CHINHUA"	On 8th April, 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 10th April, 4 P.M.
SHANGHAI	"CHENAN"	On 11th April, D'light
CEBU and ILOILO	"KAIFONG"	On 12th April, 4 P.M.
MANILA	"TAMING"	On 13th April, 3 P.M.
DIRECT SAILINGS TO WEST RIVER	Twice Weekly.	
S.S. "LINTAN" and S.S. "SANUL"		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried: REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI" "CHENAN" "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai at the French Bund.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36.

For Freight or Passage apply to BUTTERFIELD & SWIRE,
Agents. 11

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"CHOYSANG"	Thursday, 1st April, Noon.
MANILA	"LONGSONG"	Friday, 2nd April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 3rd April, 4 P.M.
TIENTSIN VIA CHEFOO	"CHEONGSHING"	Sunday, 4th April, D'light
MANILA	"YUENSANG"	Friday, 9th April, 4 P.M.
SH'AI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Tuesday, 20th April, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS. [16]

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	THURSDAY, 1st April,
Capt. Evans		at 2 P.M.
"HAITAN"	SWATOW, AMOY &	FRIDAY, 2nd April,
Capt. J. S. Roach	FOOCHOW	at NOON.
"HAIYANG"	SWATOW, AMOY &	TUESDAY, 6th April,
Capt. A. E. Hodgins	FOOCHOW	at NOON.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 31st March, 1909. [10]

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG-SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.	LEAVING
TAMSUI VIA SWATOW	"DALJIN MARU" & AMOY	SUNDAY, 4th April, at 10 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Univalued Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 30th March, 1909.

T. ARIMA, Manager. [13]

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU (Capt. W. THOMPSEN) About Wed. 7th April.

MIYASAKI MARU (Capt. W. BAINBRIDGE) About Wed. 5th May.

KITANO MARU (Capt. F. F. COPE) About Wed. 2nd June.

HIRANO MARU (Capt. H. FRASER) About Wed. 30th June.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 18th March, 1909. [93]

**NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)**

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES
MARSEILLE, LONDON and ANTWERP, via SINGAPORE	HITACHI MARU	6715	WED'DAY, 14th April, at Daylight
PORE, PENANG, COLOMBO, and PORT SAID	KANAGAWA MARU	6169	WED'DAY, 23rd April, at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI	S TANGO MARU	7463	TUESDAY, 13th April, at Noon
MOJI, KOBE, YOKOAKI, SAKA MARU and YOKOHAMA	S AKI MARU	6444	TUESDAY, 27th April, at Noon
SYDNEY and MELBOURNE	RUMANO MARU	5076	FRIDAY, 16th April, at Noon
MANILA, THURSDAY ISLAND, COOK ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	YAWATA MARU	5539	FRIDAY, 14th May, at Noon
SHANGHAI	TAKASAKI MARU	4370	THURSDAY, 1st April, at Noon
MANILA, MOJI and KOBE	WAKAMIYA MARU	4421	FRIDAY, 2nd April, at P.M.
KOBE and YOKOHAMA	HAKATA MARU	6161	SATURDAY, 3rd April, at Daylight
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU	3317	WED'DAY, 14th April, at Noon

* Omitting Yokoakai.

† Fitted with Marconi's System of Wireless Telegraphy.

‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Alantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, MANAGER. [16]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMERS

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 2nd April, 5 P.M.
ZAFIRO	2540	R. Rodger	Manila	On 10th April, Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS. [14]

Hongkong, 1st April, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo on through RATES to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG : HOMEWARD.

FOR HAVRE, ROTTERDAM & HAMBURG :	S.S. JLYRIA	5th April
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